

APPLICATION FOR FINANCIAL ASSISTANCE  
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB06F - GRANT

CB07F - LOAN

SUBDIVISION: Anderson Township

CODE# 061-01980

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 08/31/01

CONTACT: Dave Sparke PHONE # (513) 474-5560

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 474-5289

E-MAIL

PROJECT NAME: Sherman, Coolidge, Brooke, Shirmer Storm Sewer Detention and Pavement Reconstruction

SUBDIVISION TYPE

(Check Only 1)

1. County  
2. City  
☒ 3. Township  
4. Village  
5. Water/Sanitary District  
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$717,930.00  
☒ 2. Loan \$797,700.00  
3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
2. Bridge/Culvert  
3. Water Supply  
4. Wastewater  
5. Solid Waste  
6. Storm water

TOTAL PROJECT COST: \$1,595,400.00

FUNDING REQUESTED: \$1,515,630.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 717,930

LOAN ASSISTANCE: \$

SCIP LOAN: \$ 797,700

RATE: 3 % TERM: 10 yrs.

RLP LOAN: \$

RATE: % TERM: yrs.

(Check Only 1)

- ☒ State Capital Improvement Program  
☐ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C /C

\$

Local Participation %

%

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: years

Maturity Date: / /

Date Approved: / /

SCIP Loan RLP Loan

2001 SEP 21 PM 12:35

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER

## 1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: TOTAL DOLLARS FORCE ACCOUNT DOLLARS (Round to Nearest Dollar)

a.) Basic Engineering Services: \$ \_\_\_\_\_ .00

Preliminary Design \$ \_\_\_\_\_ .00

Final Design \$ \_\_\_\_\_ .00

Bidding \$ \_\_\_\_\_ .00

Construction Phase \$ \_\_\_\_\_ .00

Additional Engineering Services \$ \_\_\_\_\_ .00

\*Identify services and costs below.

b.) Acquisition Expenses: \$ \_\_\_\_\_ .00

Land and/or Right-of-Way

c.) Construction Costs: \$ 1,595,400 .00

d.) Equipment Purchased Directly: \$ \_\_\_\_\_ .00

e.) Permits, Advertising, Legal: \$ \_\_\_\_\_ .00

(Or Interest Costs for Loan Assistance Applications Only)

f.) Construction Contingencies: \$ \_\_\_\_\_ .00

g.) TOTAL ESTIMATED COSTS: \$ 1,595,400 .00

\*List Additional Engineering Services here:  
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	
b.) Local Revenues	\$ <u>79,770 .00</u>	<u>5% (10% of Grant)</u>
c.) Other Public Revenues	\$ <u>          .00</u>	
ODOT	\$ <u>          .00</u>	
Rural Development	\$ <u>          .00</u>	
OEPA	\$ <u>          .00</u>	
OWDA	\$ <u>          .00</u>	
CDBG	\$ <u>          .00</u>	
OTHER _____	\$ <u>          .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>79,770 .00</u>	<u>5% (10% of Grant)</u>
d.) OPWC Funds		
1. Grant	\$ <u>717,930 .00</u>	<u>45%</u>
2. Loan	\$ <u>797,700.00</u>	<u>50%</u>
3. Loan Assistance	\$ <u>          .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,515,630 .00</u>	<u>95%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,595,400 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_  
 STATUS: (Check one)  
     Traditional  
     Local Planning Agency (LPA)  
     State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Sherman, Coolidge, Brooke, & Shirmer Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Entire length of Sherman, Coolidge, Brooke, & Shirmer.

PROJECT ZIP CODE: 45230

B: PROJECT COMPONENTS:

- 1.) Remove existing pavement to subgrade
- 2.) Undercut & remove unsuitable materials
- 3.) Install new storm sewers
- 4.) Install new curbs
- 5.) Reconstruct pavement with asphalt and gravel base
- 6.) Install new curbs

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Coolidge is 19 LF wide x 1300 LF in length  
Brooke is 19 LF wide x 1300 LF in length  
Shirmer is 19 LF wide x 1300 LF in length  
Sherman is 25-30 LF wide x 2100 LF in length

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2200 Year: 2001 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Storm water: Number of households served: \_\_\_\_\_

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>1,595,400 .00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>          .00</u>

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 /01 /01</u>	<u>6 /01 /02</u>
4.2 Bid Advertisement and Award:	<u>10/15 /02</u>	<u>11/15/02</u>
4.3 Construction:	<u>11 /15 /02</u>	<u>12 /31 /03</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>/ /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	<u>Russell L. Jackson, Jr.</u>
TITLE	<u>President, Board of Trustees</u>
STREET	<u>7954 Beechmont Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45255</u>
PHONE	<u>(513) 474-5560</u>
FAX	<u>(513) 474-5289</u>
E-MAIL	

#### 5.2 CHIEF FINANCIAL

OFFICER	<u>Kenneth Dietz</u>
TITLE	<u>Clerk</u>
STREET	<u>7954 Beechmont Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45255</u>
PHONE	<u>(513) 474-5560</u>
FAX	<u>(513) 474-5289</u>
E-MAIL	

#### 5.3 PROJECT MANAGER

	<u>Dave Sparke</u>
TITLE	<u>Road Superintendent</u>
STREET	<u>7954 Beechmont Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45255</u>
PHONE	<u>(513) 474-5560</u>
FAX	<u>(513) 388-4693</u>
E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ X ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ NA ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ NA ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ X ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your local District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Russel L. Jackson Jr. Township Trustee  
Certifying Representative (Type or Print Name and Title)

  
Signature/Date Signed

9-20-01

PROJECT: SHERMAN, COOLIDGE, BROOKE, SHIRMER RECONSTRUCTION  
ENG. EST.: \$1,595,400.00

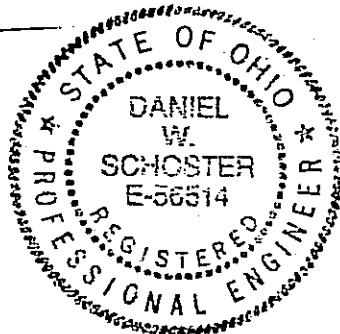
ENGINEER'S  
ESTIMATE

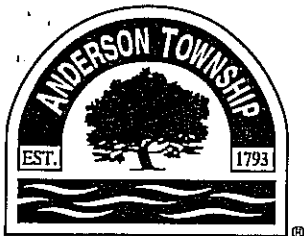
DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
REMOVE EX. PAVEMENT (RIGID INCL. CURB)	SY	18,000	\$ 6.00	\$ 108,000.00
UNDERCUT, REMOVE & REPLACE	CY	2,000	\$ 40.00	\$ 80,000.00
CURB TYPE 6	LF	12,000	\$ 10.00	\$ 120,000.00
REMOVE & REPLACE CONCRETE	SY	3,000	\$ 35.00	\$ 105,000.00
DRIVE APRONS				
CATCH BASIN CB-3	EA	36	\$ 1,500.00	\$ 54,000.00
STORM MANHOLE TYPE 3	EA	18	\$ 1,800.00	\$ 32,400.00
12" RCP	LF	3,500	\$ 40.00	\$ 140,000.00
18" RCP	LF	500	\$ 50.00	\$ 25,000.00
ODOT 304 STONE	CY	5,000	\$ 35.00	\$ 175,000.00
ODOT 301 ASPHALT BASE	CY	1,800	\$ 85.00	\$ 153,000.00
ODOT 404 ASPHALT SURFACE	CY	800	\$ 95.00	\$ 76,000.00
TENSAR GEOGRID	SY	18,000	\$ 2.00	\$ 36,000.00
SEEDING & MULCHING	SY	13,000	\$ 2.00	\$ 26,000.00
UTILITY ADJUSTMENTS	LS	1	\$ 30,000.00	\$ 30,000.00
WATERWORKS	LS	1	\$ 60,000.00	\$ 60,000.00
MAINTAIN TRAFFIC	LS	1	\$ 20,000.00	\$ 20,000.00
CONSTRUCTION LAYOUT	LS	1	\$ 30,000.00	\$ 30,000.00
CONTINGENCIES	LS	1	\$100,000.00	\$ 100,000.00
DETENTION BASIN SYSTEM (54" PIPE)	LF	1,500	\$ 150.00	\$ 225,000.00

TOTAL ESTIMATED COST \$ 1,595,400.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
~~THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.~~

  
DANIEL W. SCHOSTER, P.E.





# ANDERSON TOWNSHIP

HAMILTON COUNTY, OHIO

7954 Beechmont Avenue

Anderson Township, Ohio 45255-3192

[www.AndersonTownship.org](http://www.AndersonTownship.org)

## TOWNSHIP TRUSTEES

Russell L. Jackson, Jr.

Peggy D. Reis

Michael L. Walton

## TOWNSHIP CLERK

Kenneth G. Dietz

Phone: 513-474-5560

Fax: 513-474-5289

## TOWNSHIP ADMINISTRATOR

Henry C. Dotive

## ASSISTANT ADMINISTRATOR

Suzanne M. Parker

## OFFICE MANAGER

Vicky L. Earhart

Phone: 513-474-5560

Fax: 513-474-5289

## FIRE CHIEF

Dan Eastlinger

Emergency: 911

Phone: 513-624-3800

Fax: 513-624-3806

## ROAD SUPERINTENDENT

David Sparke

Phone: 513-474-5080

Fax: 513-388-4693

## DEVELOPMENT SERVICES

### DIRECTOR

David Zaidain

Phone: 513-474-5123

Fax: 513-388-4484

## DISTRICT 5 HDQTS.

### SHERIFF'S DEPARTMENT

Sgt. Mike Patterson, O.I.C.

Emergency: 911

Phone: 513-474-5770

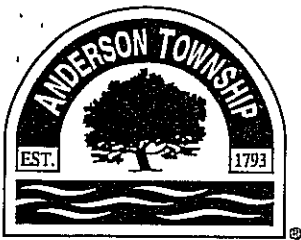
After business hours: 513-825-2280

## STATUS OF FUNDS REPORT

Anderson Township will utilize approximately \$79,770 from its General Fund as its participation for the Sherman, Coolidge, Brooke, Shirmer Storm Sewer Detention and Pavement Reconstruction Project.

Kenneth G. Dietz  
Township Clerk





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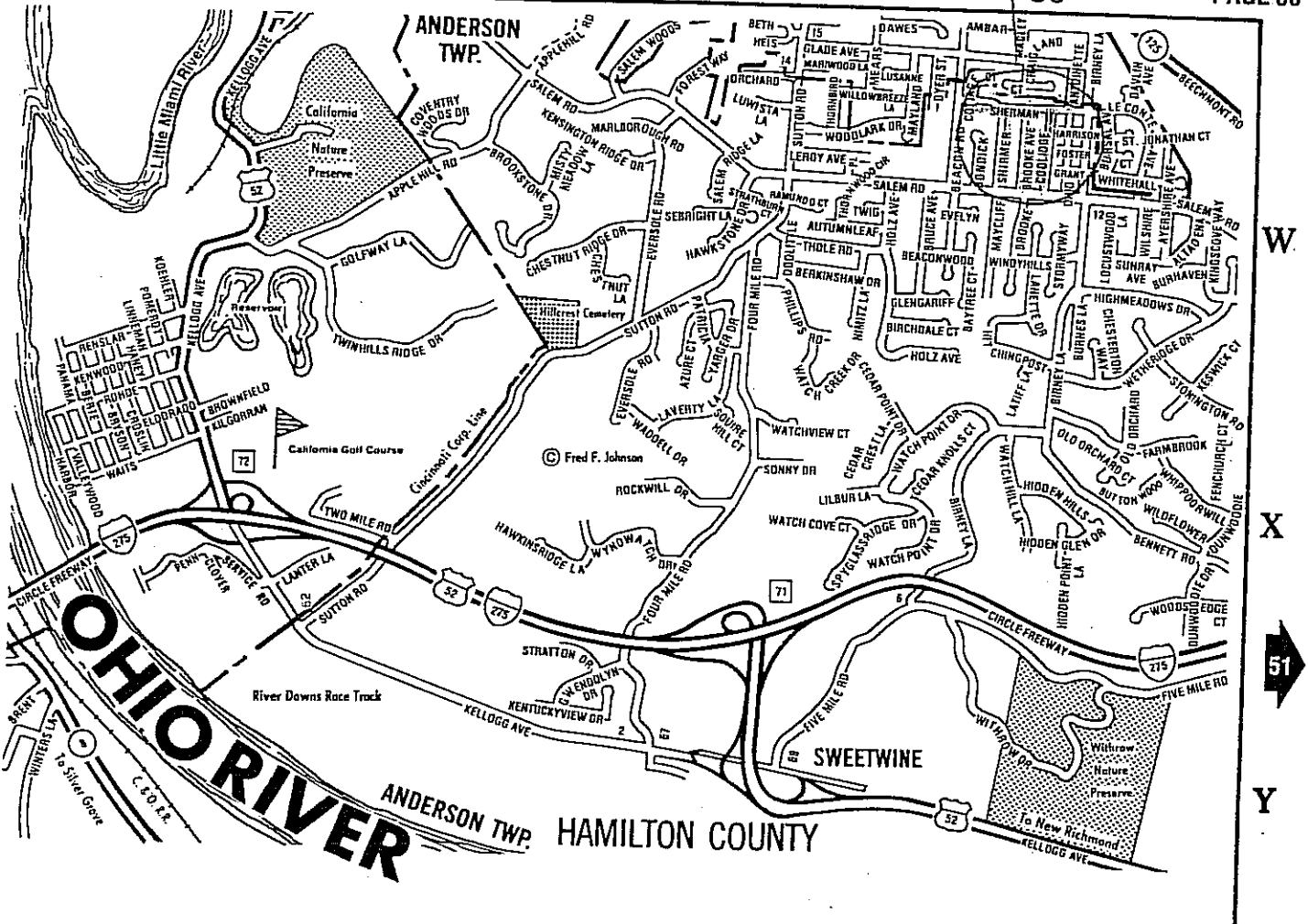
Phone: 513-474-5770

After business hours: 513-825-2280

Anderson Township will repay a loan in the amount of \$797,700.00 with 3% interest or less, over a period of 10 years, utilizing Road and Bridge Funds. The loaned funds will be used for the Sherman, Coolidge, Brooke, Shirmer Storm Sewer Detention and Pavement Reconstruction Project.

  
Kenneth G. Dietz  
Township Clerk

PROJECT  
LOCATION



**ANDERSON TOWNSHIP BOARD OF TOWNSHIP TRUSTEES**

**September 20, 2001**

Chief Best reported that the permits had been approved and construction had begun on the Hamilton County Communications Center's telecommunication tower at the Broadwell Road Fire Station.

**ROAD MAINTENANCE DEPARTMENT**

SCIP Application – Mr. Sparke requested formal authorization to submit two different SCIP applications, the first of which was for repairs on Sherman, Shirmer, Coolidge, and Brooke in the amount of \$1,520,000. The second project was for repairs on Collinsdale from Beechmont to Gungadin in the amount of \$780,000. Mr. Sparke explained that both of the projects had occurred due to surface water problems. The applications would be for a combination of grants and loans with the loan being over a ten year period at an interest rate not to exceed three percent interest with a ten percent match for the grant portion. Mr. Kiel clarified that the source of payment for any loan payments would be the road levy that had been approved in 1999. Mr. Sparke explained that even after the payments, approximately \$900,000 would be available for other road work. He added that the large loan, if approved, would be for \$760,000 to be paid over a ten year period. Mrs. Reis felt the program was wonderful. She commented that because of the generosity of the residents, the Township was able to leverage road levy monies extensively and to bring in state money that would not otherwise be available.

**Resolution 01-0920-06:** Mr. Walton moved to authorize SCIP applications for two projects (Sherman, Shirmer, Coolidge, and Brooke and Collinsdale from Beechmont to Gungadin). Mr. Jackson seconded the motion. Vote: three yeas.

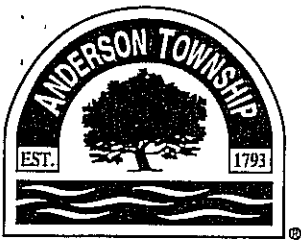
Mr. Sparke asked that Mr. Jackson be appointed as CEO for the purposes of signing documentation from the Ohio Public Works Commission for both of the projects.

→ **Resolution 01-0920-07:** Mr. Walton moved to appoint Russell L. Jackson, Jr. as CEO for the purposes of signing documentation from the Ohio Public Works Commission with regard to SCIP projects. Mrs. Reis seconded the motion. Vote: three yeas.

**SHERIFF'S DEPARTMENT**

School Resource Officer – Sgt. Hartzler introduced the new School Resource Officer and commented that the position was the newest addition to the Sheriff's Department made possible by the recently passed public safety levy. Sgt. Hartzler pointed out that the program was highly effective and that the Township's police officers and firefighters were very committed to their jobs. To do their jobs, they needed the support of their community and leaders which Sgt. Hartzler said that Anderson Township had given.

Sgt. Hartzler introduced Officer Robert Goettke as the new School Resource Officer. He felt that Officer Goettke had already done an admirable job in this new position. Officer Goettke thanked the Board and the residents of Anderson Township. He said that he was



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This is to certify that on September 20, 2001, at a regularly scheduled meeting, the Board of Township Trustees voted unanimously to apply for the following S.C.I. P. projects as combined grant/loan projects with a 10% match for the grant portion.

Sherman, Coolidge, Brooke, Shirmer Storm Sewer Detention and Pavement Reconstruction at an estimated cost of \$1,595,400.00.

  
Kenneth G. Dietz  
Township Clerk

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing pavement needs to be widened to accommodate emergency vehicles and parking on one side. The existing storm ditches are inadequate and hold water. The combined sewer system on this project is not sufficient to handle large storms. Flooding of the residents is a common occurrence and must be relieved.

**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project is very important to the public and citizens in this area. Flooding of properties on this street occurs every time heavy rains come. Sewage and storm water back up into the homes throughout the street. This problem will be alleviated by separating the storm water from the sanitary system, and detaining the storm water in large underground pipes to be released at a controlled rate.

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**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is crucial to the health of the residents of this area. By controlling possible flooding, back-ups of sanitary and storm water will be eliminated. The removal of roadside ditches will also benefit the residents of this area by eliminating ponding which occurs every time it rains.

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**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

**Priority 1** Sherman, Coolidge, Brooke, & Shirmer Stormwater Detention and Pavement Reconstruction

**Priority 2** Collinsdale Reconstruction

**Priority 3** \_\_\_\_\_

**Priority 4** \_\_\_\_\_

**Priority 5** \_\_\_\_\_

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will not have a significant impact on economic growth

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7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funding is utilized as a 10% match of the grant funds for this project.

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9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The roadway will be widened, which will create a safer facility for motorists.

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For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.



11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.  
This project benefits Anderson Township as well as residents of the City of Cincinnati.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes ☐ No ☐ N/A ☒

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2200 X 1.20 = 2640 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax ☒ yes

Infrastructure Levy ☒ yes Specify type Roadway levy

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? ☒ YES ☐ NO (ANSWER REQUIRED)**

**Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.**

**SCIP/LTIP PROGRAM**  
**ROUND 16 - PROGRAM YEAR 2002**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 2002 TO JUNE 30, 2003**

NAME OF APPLICANT: Anderson Township  
Sherman, Coolidge, Brooke, Shimer Storm Sewer  
NAME OF PROJECT: Detention & Pavement Reconstruction  
RATING TEAM: 5

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?  

	<u>ST. CONDITION</u>	<u>DRAINAGE</u>	
25 - Failed	SHIMER - POOR		Appeal Score
23 - Critical	SHERMAN - POOR	M. POOR	_____
20 - Very Poor	COOLIDGE - M. POOR	M. POOR	_____
<u>17</u> - Poor	BROOKE - POOR	M. POOR	_____
15 - Moderately Poor	CONDITION OF EXISTING SYSTEM (DRAINAGE)		
10 - Moderately Fair	POORLY DOCUMENTED		
5 - Fair Condition	NO PONDING ON RAINY DAY (ALL WEEK)		
0 - Good or Better			
  
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?  

25 - Highly significant importance	ADDRESSES		Appeal Score
20 - Considerably significant importance	STEEP DITCH DROPOFF		_____
<u>15</u> - Moderate importance	WIDENING PUNT		_____
10 - Minimal importance			
0 - No measurable impact			
  
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?  

25 - Highly significant importance	- ADDING STORM SYSTEM		Appeal Score
20 - Considerably significant importance	- NO DOCUMENTATION OF		_____
15 - Moderate importance	- SANITARY BACKUP		_____
<u>10</u> - Minimal importance	- RAINY DAY - NO WATER		_____
0 - No measurable impact	IN DITCHES		
  
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).  

25 - First priority project		Appeal Score
20 - Second priority project		_____
15 - Third priority project		_____
10 - Fourth priority project		_____
5 - Fifth priority project or lower		_____
  
- 5) Will the completed project generate user fees or assessments?  

10 - No		Appeal Score
0 - Yes		_____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure significant new employment
- 7 – The project will directly secure new employment
- 5 – The project will secure new employment
- 3 – The project will permit more development
- 0 – The project will not impact development

Appeal Score  
\_\_\_\_\_

7) Matching Funds – LOCAL

- 10 – This project is a loan or credit enhancement
- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 0 – Less than 10%

8) Matching Funds – OTHER

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

- 10 – Project design is for future demand.
- 8 – Project design is for partial future demand.
- 6 – Project design is for current demand.
- 4 – Project design is for minimal increase in capacity.
- 2 – Project design is for no increase in capacity.

NO DOCUMENT OF  
CAPACITY INC FOR  
STORM SEWER

Appeal Score  
\_\_\_\_\_

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- 5 – Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
- 3 – Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
- 0 – Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- 10 – Major impact
- 8 –
- 6 – Moderate impact
- 4 –
- 2 – Minimal or no impact

LOCAL TRAFFIC  
MINIMAL CUT THRU  
NOT SERVING LARGER SUBDIVISION

Appeal Score  
\_\_\_\_\_

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

④ Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

① - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

② - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

③ - One of the above

0 - None of the above

500 license fee &  
Road levy listed in  
application

5

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.